

SHRI H. C. MATHUR: What is the total amount defalcated during the last year?

SHRI RAJ BAHADUR: I cannot give the figure for last year; it will have to be collected. But I can give the information for the three years, 1949-50, 1950-51 and 1951-52. In 1949-50, there were 304 cases valued at Rs. 3,29,434. In 1950-51, there were 463 cases valued at Rs. 5,22,920. In 1951-52, there were 548 cases valued at Rs. 4,30,936.

SHRI H. C. MATHUR: What part of the defalcated money has been recovered?

SHRI RAJ BAHADUR: The recoveries are as follows:

For 1949-50—Rs. 57,605; for  
1950-51—Rs. 75,229; and for  
1951-52—Rs. 69,095.

SHRI H. C. MATHUR: That is a very poor percentage. Will the hon. Minister kindly explain why it is so poor?

SHRI RAJ BAHADUR: The percentage can be calculated. Of course, recoveries could not be of a higher percentage because direct responsibility could not be fixed in many cases.

#### AGARTALA-ASSAM ROAD

•112. SHRI V. S. SARWATE: Will the Minister for TRANSPORT be pleased to state:

(a) the amount sanctioned from year to year since 1948 for the construction of the Agartala-Assam Road in Tripura and the amount actually spent each year;

(b) the total estimated cost of the construction of this road; and

(c) what would be the total length of this road and what portion thereof has so far been constructed and what is the cost incurred therefor?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V.

ALAGESAN) : (a), (b) and (c). A statement containing the required information is laid on the Table of the Council.

#### Statement

(a) Amount sanctioned for and amount actually spent on Agartala-Assam Road project from year to year.—

In lakhs of Rupees

Year	Amount sanctioned	Amount spent.
1948-49	51.28	52.33
1949-50	70.00	60.00
1950-51	32.00	30.27
1951-52	34.10	34.66
1952-53	35.50	34.99
1953-54	35.00	3.12
		up to June 1953
	257.88	215.37

(b) Total estimated cost of the road.—Rs. 3 crores approximately.

(c) Total length of the Agartala-Assam Road.—134 miles (including link road of 5 miles to Dharmanagar).

Length constructed so far and its cost.—The formation of the road and the construction of temporary bridges have been completed throughout (134 miles) and the entire road is jeepable in fair weather. A length of about 26 miles, including a continuous stretch of 19 miles from Agartala end, has been metalled and metalling of the remaining length is in progress. Construction of semi-permanent bridges in about 85 miles of the road has been completed and materials have been collected for such bridges in the remaining length.

The expenditure incurred on the work upto the end of June 1953 is about Rs. 215-37 lakhs.

SHRI V. S. SARWATE: Is it a fact that during the last few years amounts allotted were not utilised fully and they lapsed?

SHRI O. V. ALAGESAN: In the Statement that has been placed on the

Table, the amounts sanctioned and the amounts utilised are given and the Statement shows that a portion of the sum allotted has not been utilised.

PROF. G. RANGA: When is this expected to be completed?

SHRI O. V. ALAGESAN: This will be completed in the course of next year.

KHWAJA INAIT ULLAH: Can the hon. Minister give us the reasons for the amounts sanctioned not being utilised?

SHRI O. V. ALAGESAN: Sir, it always happens. It is found that it is not possible to spend all the amount allotted and the reason is various difficulties encountered by the P.W.D. in the State.

#### POSTS AND TELEGRAPHS RENEWALS RESERVE FUND

\*113. SHRI V. S. SARWATE: Will the Minister for COMMUNICATIONS be pleased to state:

(a) the recommendations made by the Committee appointed to go into the question of annual contribution to be made to the Renewals Reserve Fund in the Posts and Telegraphs Department; and

(b) the action taken by Government on these recommendations?

THE DEPUTY MINISTER FOR COMMUNICATIONS (SHRI RAJ BAHADUR) : (a) The Committee has recommended that the present 'Renewals Reserve Fund' should be designated as 'Depreciation Reserve Fund' and annual contributions to this fund should be calculated on 'Straight Line' method based on the lives of various classes of assets as recommended by the Committee.

(b) The Committee's recommendations are under the consideration of Government.

#### RATES FOR SUPPLY OF PETROL TO UTTAR PRADESH AND OTHER STATES

\*114. KUMARI SHOILA BALA DAS: Will the Minister for TRANSPORT be pleased to state whether it is a fact that Government are examining the feasibility of supplying petrol to Uttar Pradesh at prices prevailing in the maritime States?

THE DEPUTY MINISTER FOR RAILWAYS AND TRANSPORT (SHRI O. V. ALAGESAN) : No, Sir.

#### FOREIGN EXPERT TO ADVISE ON LAND REFORMS

\*115. SHRI S. N. DWIVEDY: Will the Minister for FOOD AND AGRICULTURE be pleased to state:

(a) whether any foreign expert was invited to advise Government on land reforms in India;

(b) whether he has submitted any report to Government; and

(c) whether Government will lay a copy of his report on the Table of the Council?

THE DEPUTY MINISTER FOR FOOD AND AGRICULTURE (SHRI M. V. KRISHNAPPA) : (a), (b) and (c). Dr. Kenneth H. Parsons, Prof. of Agricultural Economics in the University of Wisconsin, U.S.A., and Mr. W. I. Ladejinsky, Agricultural Attache to the U.S. Embassy at Tokyo, visited India on a short study tour under the auspices of the T.C.A. with the object of studying the land tenure problems in the country. The Government of India did not incur any " expenditure on their account. Dr. Parsons visited Uttar Pradesh, PEPSU, Bombay and Madras and Mr. Ladejinsky visited the States of Bombay, Punjab, Madras and Jammu and Kashmir. Both of them submitted a report to the Ministry of Food and Agriculture and the Planning Commission.

Summaries of the reports of both the experts are placed on the Table of the Council. [See Appendix VI, Annexure-No. 36.]